

Comp Plan Neighborhood Stewards Workshop Report out Summary of Participant Comments (from flip charts) Nov 15, 2003

Much of the November 15, 2003 Comprehensive Plan Neighborhood Stewards Workshop was used to collect comments on specific topics from those in attendance. Those comments have been transcribed below. Recorders filled out short sentences, but pretty much left words as transcribed during meeting. Similar entries from the two recorders are put one after each other, if something different was captured because of the length of the comment.

What to Monitor – housing and job growth and what else?

- If you give us numbers, make sure they are accurate.
- L52 should be a hammer – it should be a “stopping” point for decisions on growth in city.
- See to more more fiscally realistic definition of new jobs and define budget implications of new jobs.
- Should we be measuring additional economic items – income levels etc, new businesses?
- Can we measure parking and its impact to businesses?
- How do we check your figures?
- Monitor how many more pedestrians are added to the streets.
- Monitor housing stock replacement and its relationship to “people” density.
- In DPD documents, show housing units lost/replaced rather than just the net gain (loss) in housing units.
- Establish professional/scientific pedestrian improvements/service – not sure the city is paying attention to researched standards for ped improvements.
- Increase Monitoring against goals; how does city hold whomever accountable?
- Create traffic/transit performance measures on arterials. Does the City talk to Metro in decisions re service and cost impacts?
- Hold individuals/entities accountable for the data provided. . African Americans do not respond to census forms and in public meetings the ways white folks do. Bridge the gap - Use culturally relevant communicators who will take the time to listen and pull data from the community.
- If it is the policy to monitor growth – where do citizens go to for input/accountability back to public?
- Cost new housing & new job value – revenue implications, cost implications. Just saying we need jobs and housing without a costing of revenue and expense creating those things – it may be that the costs are greater than the benefits.
- Monitor increase and decrease of criminal activity in urban village.
- Monitor income level of jobs created. Monitor new businesses created, type of business activity. Evaluate parking spaces, type of parking, and how they relate to the success of the businesses.

Understanding the intent of the L52 Process – should there be a clearer process defined and what would elements of that process look like?

- Use a template process associated with financial resources for both City staff and neighborhood use.
- For citizens and city staff to use the L52 template to measure goals, resources must be provided.
- Apply L52 to more than just housing.
- Use the tool proactively and be able to “excite” (activate?) when major development projects are proposed.

- L52 when growth target is reached, it is a trigger for discussion. How does a citizen measure the impact?
- Use the tool proactively, to help guide development, rather than react too late.
- Evaluate major development against L52 neighborhood goals.
- Analyze development proposals with L52.
- Provide the monitoring data proactively.
- Analyze the actual growth – there is sometimes good growth and bad growth.
- Cross city comparisons on a proactive basis.
- Look at under-target neighborhoods proactively as well.
- Consider the pedestrian elements (alternative transportation impacts).
- Concern about City's ability to do this under current structure, and the need for a communicative network.
- Record these forums on video Need a communicative network to connect this community.
- Other neighborhoods need to know what is happening, network the neighborhood plans.
- Monitor what the City is doing to promote/support small business.
- Businesses are important. Don't forget connection between successful businesses and neighborhoods (parking) .Encourage small business
- Incorporate WA State report on buildable lands - factor into L52.
- Changes that have occurred since Comp Plan was initiated. Concern re. Monorail. Do not need to drain City resources. Growth targets to support Monorail so it doesn't suck resources.

Relationship of City capital facility investments to achieved levels of growth: aka concurrency standard. What's a rational way we can balance resources between growth and non-growth areas/urban villages?

- Departments need to look at how they're doing business to support CP policies & directions it provides:
 - How supporting T52 and L52
 - What's the system for allocating money and how does it support participative/community oriented intent of the CIP
- Evaluate non-motorized infrastructure to allocate dollars for this (T52), especially pedestrian and bike needs (an open, rational, and clear process), versus how REET2 funds were recently allocated.
- What have been proactive efforts of city departments to implement neighborhood plans – start, fund, finish, or at least get in workplans?
- Look at key structures like sewers and drainage systems, and how these investments are made to ensure these are consistent with growth.
- Look at balancing directed growth with where infrastructure already exists; example: electrical infrastructure, and have the capital investment encourage growth where infrastructure is already sufficient for this, example, where services (transportation, electrical grids, etc) already exist, such as downtown, not South Lake Union.
- Question of policy for capital fund investments solely to “serve growth,” without looking at what has been neglected or underserved in the past. Should we put maximum capital dollars in serving growth instead of / or also addressing deficiencies and inadequate services? Where should we fix infrastructure, versus investing in new services?
- Capital facilities inventories that were previously provided sorted by neighborhoods – were these flawed or incorrect? {and where are the updates to these capital facilities inventories?}
- Various city departments, groups, agencies need to coordinate (better) with stewardship groups and between themselves.
- What other resources (non-fiscal) should be made available to encourage urban village growth, such as gateways, artwork or art funding, cultural amenities? City should work with stewardship groups on these, to complement other efforts.

- City should address access to monorail as much as they did with access to LINK light rail, such as through pedestrian crossings, bridges, safety measures to increase use of regional transit. Policies on parking at station areas should address bus and transfer issues (vehicle circulation, dropoff/pickup) with funded access facilities as capital investments. City should coordinate with all transit agencies for these.
- How do capital fund investments connect human and social services with neighborhood needs. Human infrastructure, specifically schools, should be considered part of capital investment. How is the Seattle School District involved in this? School facilities also bring value through open space, recreational services to neighborhoods, which look for local uses of such school facilities.
- Comprehensive plan and local neighborhood plans should, must, need to talk to and work with the schools in “their” neighborhoods. Instead, neighborhoods now are talking with the school district administrative folks.
- Schools are neighborhood based local assets, which should be recognized and the city should recognize this, advocate for their stake and interests in this, such as through joint use agreements. Concern was expressed about how the joint use (athletic fields and community access to these) agreements are working out.
- City should assist in how helping schools, businesses, neighborhoods communicate better about issues in school facilities, and address the delays in such communication.
- There are delays in communication between and from entities, organizations - we need to use technology better to improve this.
- What is the long-term viability of tax breaks as incentives and public subsidies for development, such as property taxes, business and occupation taxes, etc. Where is the balance between giving tax breaks versus cutting into necessary revenue to support required capital facilities/infrastructure?
- (*) Primacy of effective operations (???)
- How does the capital investment program encourage or demand joint departmental coordination when working on capital fund projects? (see prior comment)
- Give attention to neighborhoods that are growing rapidly.
- How does the city give direction to agencies such as Metro?

Growth Targets – should the city develop new 2024 growth targets for individual urban centers and urban villages.

- Target City investments into Urban Villages. Monitor improvements to see if they match
- Monitor loss of affordable housing/gain in high-cost housing
- Why give conditional uses fir greater density when code said we have four times the capacity for building? Why do we need to do more?
- Zoning needs to accommodate growth and development. Monorail is going to impact neighborhoods
- Look at relationship between jobs and growth
- The City’s job is to look at neighborhoods who say they want to grow, but are underutilized. Example: Rainier Valley has 4,500 buildable lots.
- Timing is important to developers. Don’t know whether City can influence developer’s
- Light rail and monorail will help development. Transportation alternatives
- Why Wallingford and not West Seattle Junction?
- Before target areas, what specific jobs are potential?
- What growth is subsidized? E.g. low income housing? Is it sufficient?
- How does the City influence where developers build?
- Code should be tool for growth incentives
- City should put equal emphasis on Human Services
- City should control development of ugly buildings (such as Northgate Target). Can City better facilitate communication between developers and neighborhoods?
- City does not recognize expertise of residents
- Look at the links between neighborhoods

Changing designation of an Urban Village to an Urban Center – as suggested for South Lake Union.

- How would upscaling one plan affect the other Neighborhood Plans? Address criteria
- Central area data inaccurate.—not aggregated
- Why are we driving this instead of monitoring until it meet the definition of the designation?
- SLUFAN makeup not representative of community—status quo for business. RESPECT the neighborhood!
- Recommend to not change SLU designation because it will change definition of “Downtown” relative to compact-density definition. Contradicts the Comp Plan
- How can you do this in advance of actuality?
- Respect transparency and citizen involvement In this process—don’t see need to go roaring ahead
- Focusing capital facilities, there should be a clear budgetary plan attached, who is going to have to give up what for a single-neighborhood benefit?
- Recommend SLU not be changed, but would recommend looking at relationship of growth and transportation and how targeted housing could help traffic issues before we start bringing in new jobs
- Maybe there should be a new category: Technology-based “manufacturing center”-like designation (Like a MIC)
- Could look at new housing/manufacturing mix
- This sounds like a Regional Planning area, not just a Neighborhood planning area
- Must have all Neighborhood Planning elements (open space, etc), not just jobs
- How does growth into non-plan areas get incorporated into this upscaled effort/question?
- Designation: Target low/moderate income homes, then work on jobs
- Is shift a result of lobbying by Vulcan?
- Perhaps we’re not talking about <Urban> hub, but a high-tech manufacturing/industrial center.
- Sounds like a Regional Planning endeavor, not Seattle
- We can’t let a big developer put a building without a design framework that includes residential housing and alternative transportation.
- Mix is changing. No discussion on how the changes other areas
- PSRC can provide dollars to urban center not villages
- Implication of Public Investment: a clear Impact statement needs to be attached so other neighborhoods know what is going on. Categorical shift implies refocus of resources to neighborhoods.